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SOURCE 1953 Ching-chi Nien-pao (1953 Economic Yearbook), published by
 Ching-chi Tao-pao She.

CHINA'S TRANSPORTATION DEVELOPMENT IN 1952

[Comment: This report summarizes an article entitled "The
 Great Accomplishments of Transportation Development in New China
 for the Past Year," by Huai Fu, published in the pro-Communist
 1953 Ching-chi Nien-pao (1953 Economic Yearbook), 5 February 1953.
 It gives data on highway, water, and air transportation in China.]

A. Highways

During the past 3 years, China repaired 32,438 kilometers and built
 11,000 kilometers of highways. In 1952, there was a total of 112,000 kilo-
 meters of highways in China. The extent of earth and stone work completed for
 roadbeds in 1950 was 8 million cubic meters; in 1951, 15 million cubic meters;
 and in 1952, 24 million cubic meters. The total length of highway bridges con-
 structed in 1950 was 19,897 meters and in 1951, 17,300 meters. In 1952 the
 amount is expected to reach 12,000 meters. The total number of culverts com-
 pleted for 1950 was 3,538; for 1951, 4,305; and the construction plan for 1952
 called for 4,000. Road surfacing completed in 1950 amounted to 6.5 million
 cubic meters; in 1951, 5.6 million cubic meters; and in 1952, over 5 million
 cubic meters.

The road maintenance work in 1951 was 18 percent more efficient than in
 1950. In 1952 it is expected that there will be a greater increase in effi-
 ciency. As a result of efficient road maintenance, cars on public highways
 averaged 17 kilometers per gallon of gasoline and can travel up to 60 kilo-
 meters per hour. Moreover, the life of each tire has been extended to about
 16,000 kilometers.

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According to incomplete statistics for the first half of 1952, the state-operated truck transportation companies have set up 1,572 stations, which is 60 percent more than for the same period of 1950. The total kilometrage of transportation routes covered by state-operated trucks was 119,597 kilometers during the first half of 1952, which is 91.25 percent more than for the same period in 1950 and 280.4 percent more than for the period under the KMT rule [specific year not given]. The total amount of goods transported by state-operated trucks in 1951 was 75.5 percent more than 1950. During the first half of 1952, it was 26.8 percent more than the same period for 1951.

During the first half of 1951, the tonnage transported by motor vehicles was 33.6 percent more than for the same period under the KMT rule [specific year not given], 19.9 percent more than for the same period in 1950, and 2.5 percent more than for the same period in 1951.

Using December 1951 as the base month, the following percentage drops in transportation rates were noted for July 1952 in various areas:

<u>Area</u>	<u>Passenger Rate (%)</u>	<u>Freight Rate (%)</u>
Northwest	20	28
North China (gasoline vehicles)	32.8	32.8
Szechwan	35.1	44.1
Kweichow (gas vehicles)	41	67
Shantung (gasoline vehicles)	7.9	23.4
Fukien (gasoline vehicles)	16.7	20
Kwangtung (gasoline vehicles)	18	13
Kwangsi (gasoline vehicles)	33	46

B. Waterways

1. Inland Waterways Transport

Inland waterway transportation rates of the Northeast dropped 42 percent in 1950 [presumably compared with 1949]. Transportation rates on the Yangtze River dropped 50 percent in 1950 [presumably compared with 1949], 30 percent in 1951 [presumably compared with 1950], and 20 percent in 1952 [presumably compared with 1951]. North Kiangsu sailing vessel transportation rates dropped 17 percent in 1951 [base year not indicated]; Kiangsi, 18 percent in 1952 [base year not indicated].

At present, inland waterway transportation is cheaper than rail transportation in certain areas. For example, rates for shipping such products as coal, salt, rice flour, cement, cotton, cloth, metallic ores, pig iron, and lumber from Hankow to Shanghai via the Yangtze River are 50 percent lower than for rail transportation.

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The amount of goods transported on the Yangtze River during 1952 was 48 percent greater than for 1951; by the Chungking wooden sailing vessels during the first half of 1952, 36 percent more than for the same period in 1951; and via Ch'ih-shui Ho in the spring of 1952, 13 percent more than for the same period in 1951. Using 1949 as the base year, the amount of goods transported via the Northeast inland waterways was 323 percent for 1950 and 339 percent for 1951. The amount of goods transported in 1952 is expected to reach 366 percent.

2. Coastal Waterways Transport

Using 1950 as the base year, the amount of goods transported by Chinese coastal waterways was 468.75 percent for 1951. The 1952 goal was 630.76 percent. Using 1950 as the base year, the accomplishment in ton-miles for 1951 was 1,000.48 percent. The 1952 goal was 1,408.08 percent, of which 680.99 percent was fulfilled by the first half of 1952.

Coastal waterways transportation rates were lowered three times in 1951 and dropped 10 percent in 1952 as compared to 1951.

The New Harbor of Tangku was reconstructed, the workers repairing over 100 dredges, suction dredges, and tugs. New machinery additions include cranes, pile drivers, automobiles, trucks, and other mechanical equipment.

C. Airways

Air transportation within China is under the control of the People's Aviation Company (Chung-kuo Jen-min Hang-k'ung Kung-ssu). There are five air routes:

1. Peiping -- Wuhan -- Chungking
2. Chungking -- Wuhan -- Shanghai
3. Chungking -- K'un-ming
4. K'un-ming -- Nan-ning -- Canton
5. Canton -- Chan-chiang

Air transportation between China and USSR is under the control of the Sino-Soviet Joint Aviation Company (Chung-su Min-yung Hang-k'ung Ku-fen Kung-ssu). There are three air routes:

1. Peiping -- Mukden -- Harbin -- Chita
2. Peiping -- Chiang-chia-k'ou -- Ulan-Bator -- Irkutsk
3. Peiping -- Sian -- Lanchow -- Ti-hua -- Alma-Ata

Sample products made in China are sent to the USSR by air. Scientific instruments and expensive machinery manufactured in the USSR and satellite countries are sent to China by air.

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